

PAVED SHOULDERS & PASSING LANES ON UTAH'S TWO-LANE PRIMARY FREIGHT ROUTES

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The following is a prioritized list of the ten highway corridors most in need of paved shoulders and additional passing and climbing lanes in order to facilitate the safe and efficient flow of truck freight through Utah. The highways identified herein, and their order of importance, is based upon input received from the trucking industry during eleven meetings held across Utah in October of 2005, and confirmed by the Utah Motor Carrier Advisory Board in January of 2006.

- 1) US 6/191 (Wellington to I-70) This is the most important, and the busiest two-lane rural freight corridor in Utah, handling national and international trucking (i.e., truck traffic from both Canada and Mexico) as well as high numbers of autos and RV's. The trucking industry considers this to be the most dangerous route segment in Utah.
- 2) SR30 (I-15 to Logan) Although a short route, this highway is seeing steadily increasing numbers of trucks from across the west and Canada, along with growing commuter traffic in both directions between Tremonton/Garland and the Cache Valley. This mainline traffic growth combines with slow-moving farm equipment, a total lack of passing lanes, heavy fog across the Bear River Marsh west of Logan, and the grade over Collinston Divide to create an often congested and always dangerous stretch of highway.
- 3) US 40 (Heber City to Vernal) This highway is the main non-coal energy transportation corridor in Utah. Increasing oil prices, new developments in the mining and processing of oil shale, and other developments in the Uinta Basin are rapidly increasing truck and auto traffic on this route. Given the explosive nature of the commodities carried, winter fog east of Duchesne, and the lack of both passing lanes and paved shoulders create a situation in greatly increased risk along this vital energy conduit.
- 4) US 191 (Moab to Monticello) Although not as critical as the corridor segment between Wellington and I-70, this southern portion of US 191 continues to funnel an average of up to 100 trucks per hour through the mountainous country south of Moab. As the only viable north/south truck route along more than 500 miles of the Colorado River, and the most direct highway linking industrial northeast Mexico and the US Gulf Coast with the Pacific Northwest and Canada, US 191 is the most important of Utah's two-lane freight corridors.
- 5) US 89 (Kanab to SR20) This is the main highway freight route between western Mexico and I-17 in Arizona and I-15 and points north and northwest of Utah. The detour around Hoover Dam and congestion in Las

Vegas are causing many companies to route their trucks via Page and Kanab over the mountains of southern Utah, a route that is heavy with RV traffic all year round. Even when the new bridge is completed by-passing Hoover Dam, many truckers will continue to avoid the Las Vegas area due to traffic delays.

- 6) SR 10 (Price to Fremont Junction/I-70) While relatively little long-haul interstate truck traffic uses this corridor; SR 10 is one of the busiest and most dangerous freight routes in Utah. With hundreds of LCV coal haulers mixing with increasing local auto traffic and summer RV's, this routes lack of paved shoulders and passing lanes is an issue that is raised at almost every meeting held on the subject of truck movement in Utah.
- 7) SR 18 (St. George to Enterprise Jct.) As St. George grows as an industrial and warehousing center, more and more long distance trucks are using SR 18 as a direct link between US 93 in Nevada (a major north/south freight route) and St. George. This increasing truck traffic is now combining with rapid increases in urban development to create serious traffic problems along this mountainous route with its sharp curves and long, steep grades.
- 8) US 89 (Kanab to Arizona Stateline) A continuation of the same issues found with item #5 mentioned above exist on US 89 east of Kanab. Although not as steep or as twisting as US 89 is north of Kanab, there is even more RV traffic east of Kanab headed for Lake Powell which is combining with the increasing truck traffic en route to and from Arizona on US 89.
- 9) US 89 (Salina to Gunnison)/SR 28 (Gunnison to Levan) This is another primary coal haul route linking Utah's largest coal mine (SUFCO) with the Union Pacific Railroad. With more than 900 coal truck movements during peak periods, this route is also seeing increased long-haul truck traffic since it is a main link between the Wasatch Front and I-70. A proposed railroad between Levan and Salina may eventually reduce the coal truck traffic, however this rail line is still several years off even under a best-case scenario.
- 10) SR 59 (Hilldale to Hurricane) As with item #7, the industrial growth in the St. George area is increasing truck traffic on this route which links southwestern Utah with I-17 and I-40 at Flagstaff, Arizona, via US 89 through Kanab and Page. This is also a busy auto and RV route, which is the main link between southern California, Las Vegas, St. George and Lake Powell. The long grade coming down to the switchbacks on Hurricane Hill is causing an increasing problem in which heavy trucks are backing-up long lines of autos. This is a classic example of the need for both downhill, as well as uphill, passing lanes.